

V/H Automobile driving
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Carlingwood
Government
Publications

Carlingwood, Ontario
281 Woodroffe Avenue
Ottawa 4, Ontario



ONTARIO

ACCIDENT FACTS 1966

Statistics Relating to Motor Vehicle Traffic Accidents

ONTARIO
DEPARTMENT OF TRANSPORT

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Estimates

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A C C I D E N T F A C T S

1966

Statistics Relating

to

Motor Vehicle Traffic Accidents

DRIVER CONTROL BRANCH

ONTARIO DEPARTMENT OF TRANSPORT

SUMMARY

Accident Facts is prepared as an annual report to provide information on motor vehicle traffic accidents in Ontario.

ALL ACCIDENTS

In 1966 there were 139,781 accidents reported by the police to this Department, an increase of 11,319 or 8.8% over the total of 128,462 for the previous year.

This total was comprised of:

1,347 fatal accidents in which 1,596 persons suffered fatal injuries

44,246 personal injury accidents in which 65,210 were non-fatally injured

94,188 accidents involving only damage to other vehicles or property in excess of \$100

\$72,953,427 was the total estimated property damage loss resulting from all accidents.

Four classes of accidents accounted for 96.5% of the total:

1. Collision with other motor vehicle 70.8%
2. Non-collision (running off road, overturning) 10.0%
3. Collision with a fixed object (bridge, etc.) 10.9%
4. Collision with pedestrian 4.8%

The greatest increase was in collision with other motor vehicles. This class shows an increase of 8,024 or 8.8% over the previous year.

Accidents continued to occur more frequently on weekends with Friday, Saturday and Sunday accounting for 50% of the total; the months of October, November and December recording 40,187 or 29% of the total accidents reported.

The percentage distribution of accidents by light conditions prevailing was consistent with previous years:

60.1% occurred in daylight hours

35.4% occurred during hours of darkness

'Inattentive driving' was again the most improper driver action reported by the police as a cause in all accidents.

(ii)

In the age groups 16 to 24 years the other improper actions reported most frequently were in the following order:

- 'Driver lost control'
- 'Speed too fast for road or traffic conditions'
- 'Did not have right of way'

In the age groups 25 to 64 years the other improper actions in order of frequency were:

- 'Did not have right of way'
- 'Driver lost control'
- 'Speed too fast for road or traffic conditions'

In the age group 65 years and over the most frequent improper driving action was:

- 'Did not have right of way'

As to the known condition of drivers involved in all accidents:

- 208,070 or 88.1% were 'apparently normal'
- 4,093 or 1.7% were classed as 'ability impaired'
- 14,308 or 6.1% as 'had been drinking'

Of the total accidents reported, 37.9% occurred in urban areas having a population of 10,000 or over (but not including Metropolitan Toronto). Accidents in Metropolitan Toronto made up 22.2% of the total, urban areas with a population of 1,000 to 9,999 reported 5.5% of total accidents, while 19.8% happened on the main provincial highways.

FATAL ACCIDENTS

Although fatal accidents showed an increase of 2.2% over the previous year, the number of fatalities resulting decreased by 15 or 0.9%. In 1966, 1,347 fatal accidents resulted in 1,596 deaths.

In this group were:

- 662 drivers
- 505 passengers
- 380 pedestrians

'Collision with other motor vehicles' and 'Collision with pedestrians' represent, as in previous years, the highest causes of fatalities.

Fatal accidents occurred more frequently on Saturday.

(iii)

More fatal accidents (662) occurred during the hours of darkness in 1966, while those in the hours of daylight (617) decreased slightly from the previous year.

Driver actions reported by the police in fatal accidents in 1966 shows that 'speed too fast for road or traffic conditions' was the largest contributor, followed by 'inattentive driving'.

The reported known condition of drivers involved in these accidents shows that:

1,360 or 69.8% were 'apparently normal'

76 or 3.9% were classed 'ability impaired'

283 or 14.5% 'had been drinking'

The youngest drivers (16-24) made up 34.0% of the total drivers involved, while the age group (25-34) accounted for 23.3%.

A comparison of fatal accidents by location shows:

249 or 18.5% occurred in urban areas (10,000 population or over)
excluding Metropolitan Toronto

124 or 9.2% happened in Metropolitan Toronto

61 or 4.5% were reported by urban areas (1,000 to 9,999 population

604 or 44.8% were reported as occurring on main provincial highways

227 children in the age group 0-14 were fatally injured.

Of this number:

74 were passengers
124 were pedestrians
28 were riding bicycles

In the age group 65 and over there were 216 fatally injured.

Of this number:

52 were drivers
59 were passengers
100 were pedestrians

PERSONAL INJURIES (Non-fatal)

65,210 persons suffered non-fatal injuries in motor vehicle accidents in 1966.

(iv)

This represents an increase of 4,293 or 7.8% over the figure for the previous year.
Of this total:

30,369 or 46.6% were drivers
26,110 or 40.0% were passengers
7,092 or 10.9% were pedestrians

Children in the age group 5 to 14 years accounted for 41.2% of the pedestrians injured.

1,274 children in the same age group were injured while riding bicycles. This number accounted for 18.0% of the total injuries sustained by this age group.

2,522 pre-school children 0-4 years suffered injuries in the following manner:

1,370 or 54.3% were passengers
1,142 or 45.3% were pedestrians
10 or 0.4% were riding bicycles

PROPERTY DAMAGE ONLY

The 94,188 property damage accidents reported made up 67.4% of the total accidents for 1966.

The Tables contained in the following pages have been prepared as an assistance and guide to those persons and agencies having an interest and responsibility in the field of motor vehicle accident prevention. The objective is to aid any work being carried on in this field and, wherever possible, additional information will be provided on specific characteristics upon request.

The statistical information on the following pages relates to motor vehicle traffic accidents reported to the Ontario Department of Transport during the calendar year 1966 which resulted in death, injury and/or property damage in excess of \$100.00.

I N D E X

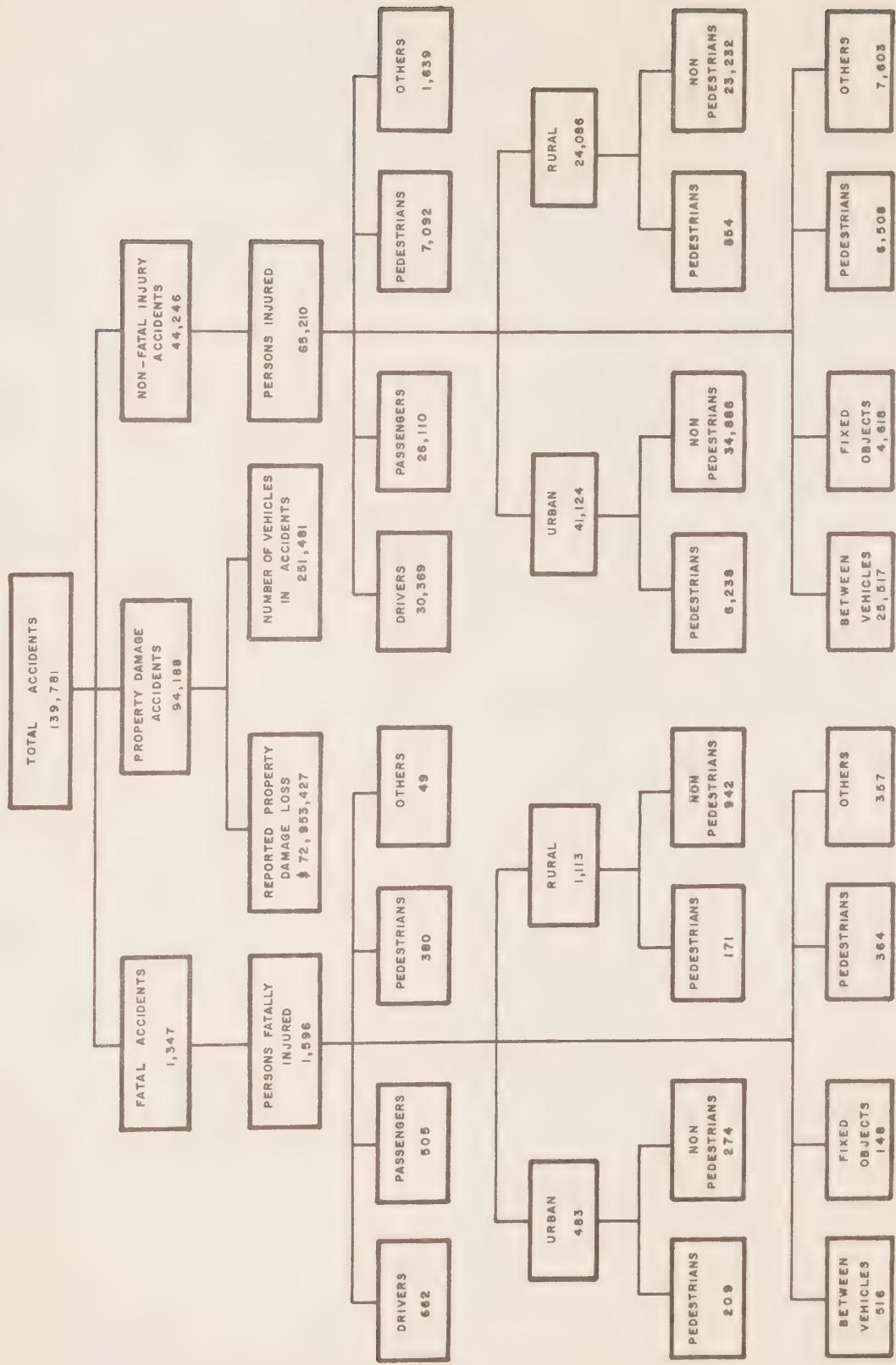
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A P P E N D I X

MOTOR VEHICLE TRAFFIC ACCIDENTS

BY NATURE, GENERAL LOCATION, CLASS OF VICTIM AND TYPE

ONTARIO
1966



COMPARATIVE STATISTICS1965 AND 1966

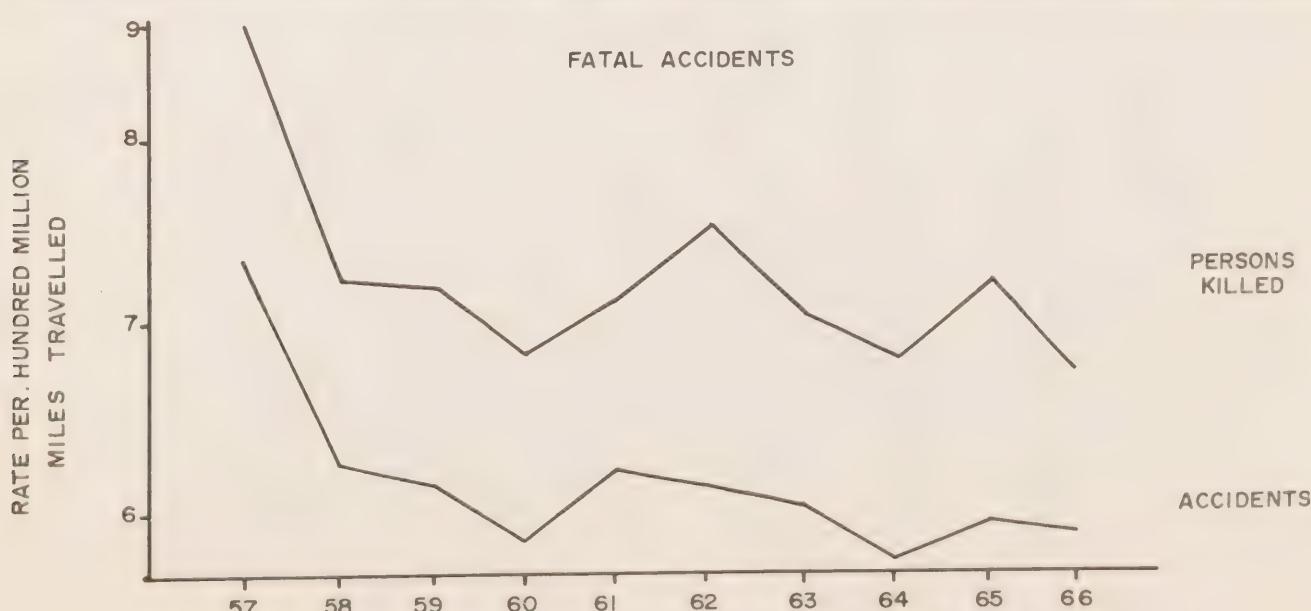
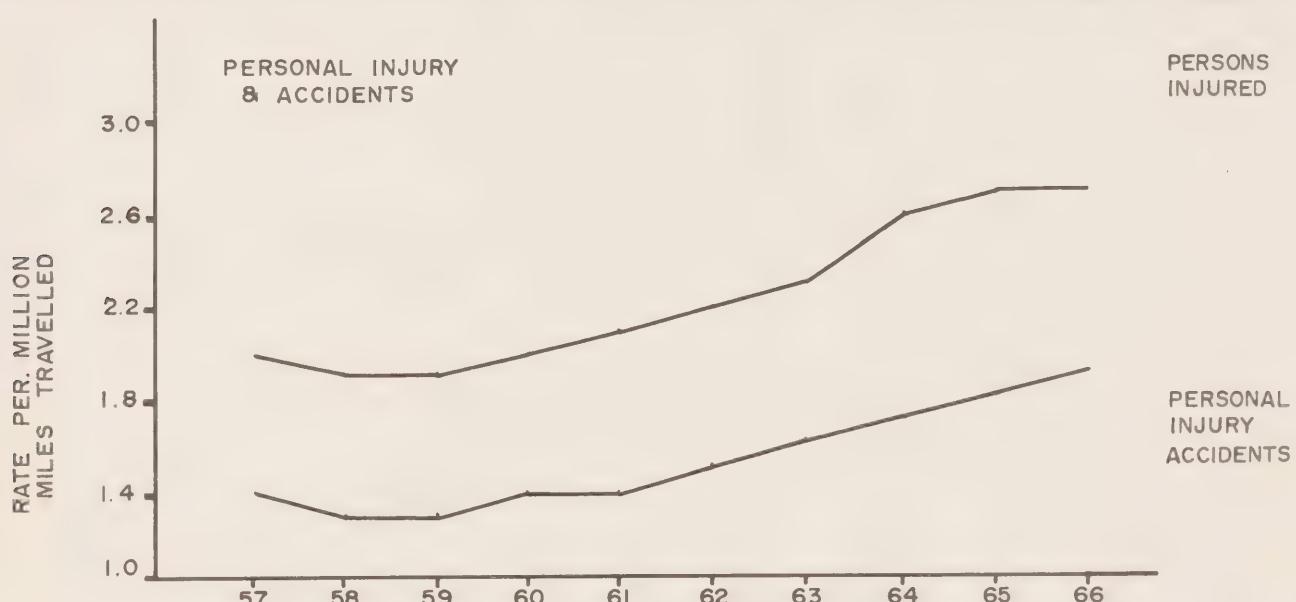
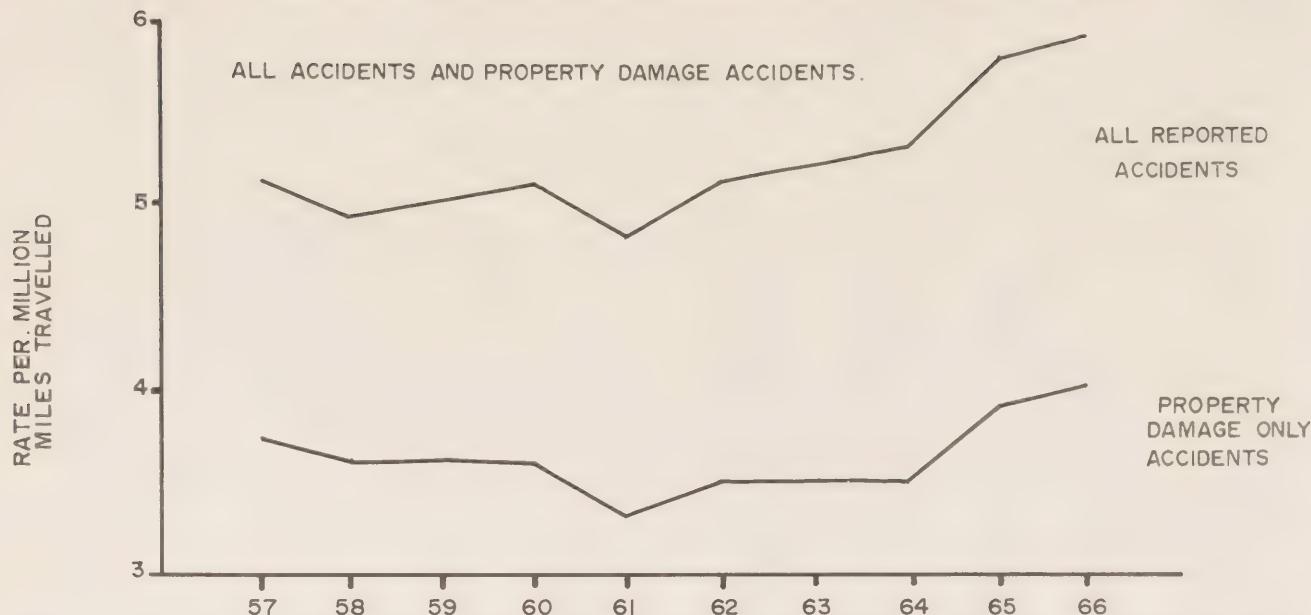
	<u>1965</u>	<u>1966</u>	<u>% Change</u>
Total Accidents Reported	128,462	139,781	+ 8.8
Fatal Accidents	1,318	1,347	+ 2.2
Personal Injury Accidents	41,047	44,246	+ 7.8
Property Damage Only Accidents	86,097	94,188	+ 9.4
Persons Fatally Injured	1,611	1,596	- 0.9
Persons Non-Fatally Injured	60,917	65,210	+ 7.0
Amount of Property Damage	\$69,117,240	\$72,953,427	+ 5.6
Vehicle Accident Rate per 1,000,000 Miles Travelled (Est.)	5.8	5.9	
Fatal Accidents per 100- Million Miles Travelled (Est.)	5.9	5.7	
Death Rate per 100- Million Miles Travelled (Est.)	7.2	6.7	
Vehicles Registered	2,510,840	2,637,266	+ 5.0
Mileage Travelled (Est.)*	22,325,060,000	23,712,355,000	+ 6.2

*Mileage estimated on basis of 13.72 miles per gallon (taxed) gasoline and motor fuel consumed.

RATE IN REPORTED ACCIDENTS

1957 - 66

3



TYPE OF COLLISION

Collision with -	<u>ALL ACCIDENTS</u>			<u>FATAL ACCIDENTS</u>						
	<u>1965</u>	<u>1966</u>	<u>Change</u>	<u>1965</u>	<u>1966</u>	<u>Change</u>				
1. Other motor vehicle	89,279	69.5%	96,774	69.2%	+ 8.4%	506	38.4%	478	35.5%	- 5.5%
2. Non-collision	12,409	9.7	14,032	10.0	+ 13.1	190	14.4	221	16.4	+ 16.3
3. Fixed object	13,983	10.9	15,174	10.9	+ 8.5	144	10.9	148	9.9	+ 2.8
4. Pedestrian	6,534	5.1	6,877	4.9	+ 5.2	361	27.4	364	27.0	+ 0.8
5. Bicycle	1,600	1.2	1,577	1.1	- 1.4	39	3.0	39	2.9	-
6. Motorcycle	1,674	1.4	2,234	1.6	+ 33.4	22	1.7	38	2.8	+ 72.7
7. Railroad train	392	0.3	440	0.3	+ 12.2	44	3.4	41	3.0	- 6.8
8. Street car	419	0.3	448	0.3	+ 6.9	2	0.1	2	0.1	-
9. Other vehicle	542	0.4	505	0.4	- 6.8	6	0.4	13	1.0	+116.7
10. Horse drawn vehicle	40		16)			1	0.1	1	0.1	-
11. Animal	1,276)	1.0	1,323)	1.0	+ 1.7	2	0.1	1	0.1	-
12. Miscellaneous	314	0.2	431	0.3	+ 37.3	1	0.1	1	0.1	-
Total	128,462	100.0	139,781	100.0	+ 8.8	1,318	100.0	1,347	100.0	+ 2.2

Four classes of accidents made up 95% of the total: collision with other motor vehicles 69.2%; non-collision (running off road, overturning) 10.0%; collision with a fixed object (bridge, etc.) 10.9%; and collision with pedestrians 4.9%.

In all accidents all classes showed an increase in 1966 over 1965, except collisions with bicycles and other unclassified vehicles, the highest percentage increase being in accidents involving motorcycles, which again reflects the increase in motorcycle registrations.

In fatal accidents recorded in 1966, collisions with other motor vehicles and railroad trains decreased 5.5% and 6.8% respectively, while all other classifications either showed an increase or were consistent with the 1965 figure.

DAY OF OCCURRENCEALL ACCIDENTSFATAL ACCIDENTS

<u>DAY</u>		<u>1965</u>	<u>1966</u>	<u>Change</u>	<u>1965</u>	<u>1966</u>	<u>Change</u>
Sunday	16,979	13.2%	17,836	12.8%	+ 5.0%	200	15.2%
Monday	14,731	11.5	16,583	11.9	+ 12.6	146	11.1
Tuesday	15,418	12.0	16,235	11.6	+ 5.3	121	9.2
Wednesday	15,395	12.0	16,935	12.1	+ 10.0	147	11.1
Thursday	17,355	13.5	20,202	14.4	+ 16.4	159	12.1
Friday	23,246	18.1	24,277	17.4	+ 4.4	229	17.4
Saturday	25,338	19.7	27,713	19.8	+ 9.4	316	24.0
Total	128,462	100.0	139,781	100.0	+ 8.8	1,318	100.0
						1,347	100.0
							+ 2.2

The distribution of accidents by days of the week continued to be consistent with previous years. Friday, Saturday and Sunday accidents accounted for 51.0 per cent of the total accidents in 1966, this percentage was the same in 1965.

Saturday continued to show a higher number of fatal accidents than any other day. Weekend fatal accidents--Friday through Sunday--made up 53.8 per cent of the total for 1966.

ACCIDENTS BY MONTH

	<u>ALL ACCIDENTS</u>			<u>FATAL ACCIDENTS</u>			<u>Change</u>		
	<u>1965</u>	<u>1966</u>	<u>Change</u>	<u>1965</u>	<u>1966</u>	<u>Change</u>			
January	9,251	7.2%	13,954	10.0%	76	5.8%	89	6.6%	
February	12,550	9.7	11,357	- 9.5	73	5.5	91	6.8	
March	9,867	7.7	9,793	7.0	- 0.7	89	6.7	72	5.3
(1st Quarter)	(31,668)	(24.6)	(35,104)	(25.1)	(+ 10.8)	(238)	(18.0)	(252)	(18.7)
April	8,158	6.4	9,374	+ 14.9	88	6.7	91	6.8	
May	8,536	6.6	9,863	+ 15.5	106	8.0	97	7.2	
June	9,365	7.3	10,614	+ 13.3	116	8.8	115	8.5	
(2nd Quarter)	(26,059)	(20.3)	(29,851)	(21.4)	(+ 14.6)	(310)	(23.5)	(303)	(22.5)
July	10,617	8.3	11,065	+ 4.2	112	8.5	128	9.5	
August	10,745	8.4	10,547	- 1.8	145	11.0	121	9.0	
September	10,787	8.4	13,027	+ 20.8	105	8.0	124	9.2	
(3rd Quarter)	(32,149)	(25.1)	(34,639)	(24.8)	(+ 7.7)	(362)	(27.5)	(373)	(27.7)
October	12,925	10.0	12,029	- 6.9	142	10.8	147	10.9	
November	11,910	9.3	12,792	+ 7.4	124	9.4	137	10.2	
December	13,751	10.7	15,366	+ 11.7	142	10.8	135	10.0	
(4th Quarter)	(38,586)	(30.0)	(40,187)	(28.7)	(+ 4.1)	(408)	(31.0)	(419)	(31.1)
Total	128,462	100.0	139,781	100.0	+ 8.8	1,318	100.0	1,347	100.0
									+ 2.2

Increases were recorded for eight out of the twelve months in 1966. All quarters showed increases, with the second quarter showing an increase of 14.6% over the same period in 1965. The largest number of accidents (40,187) was recorded in the last quarter.

In fatal accidents, the last two quarters accounted for 58.8% of the total fatalities for 1966. October was the peak month with 147 fatal accidents, followed by November with 137 and December with 135 such accidents.

FATALITIES BY DAY AND MONTH, 1966

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>Jun.</u>	<u>Jul.</u>	<u>Aug.</u>	<u>Sep.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>
Monday	177	11.1%	17	11	8	11	13	18	11	13	21	20
Tuesday	190	11.9	7	12	10	17	4	18	22	28	12	26
Wednesday	177	11.1	10	12	6	9	9	17	17	16	17	24
Thursday	174	10.9	13	15	11	11	10	15	14	13	18	15
Friday	277	17.4	20	27	17	17	26	24	32	14	33	15
Saturday	372	23.3	22	16	17	24	44	27	41	35	26	38
Sunday	229	14.3	14	11	11	19	19	15	13	30	21	29
Total	1,596	100.0	103	104	80	108	125	134	150	149	148	167
												160
												168

Friday through Sunday accounted for 55.0 per cent of the total deaths in 1966. Saturday continued to be the worst day of the week; Thursday was the best in 1966.

FATALITIES BY MONTH 1962 - 1966

	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1962-1966</u>	<u>1965-1966</u>
January	95	91	71	85	103	+ 8.4%	+ 21.2
February	59	66	95	86	104	+ 76.3	+ 20.9
March	68	89	95	101	80	+ 17.6	- 20.8
April	82	98	105	105	108	+ 31.7	+ 2.9
May	92	113	116	135	125	+ 35.9	- 7.4
June	124	130	104	142	134	+ 8.1	- 5.6
July	139	127	128	138	150	+ 7.9	+ 8.7
August	167	157	181	190	149	- 10.8	- 21.6
September	138	157	130	129	148	+ 7.2	+ 14.7
October	146	136	124	175	167	+ 14.4	- 4.6
November	128	145	123	146	160	+ 25.0	+ 9.6
December	145	112	152	179	168	+ 15.9	- 6.1
Total	1,383	1,421	1,424	1,611	1,596	+ 15.4	- 0.9

The month of December recorded the highest number of fatalities in 1966. Decreases were recorded in six of the months in 1966. August--which had for the previous four years been the peak month for fatalities--showed the highest decrease: 21.6% in 1966 as compared to 1965. Total fatalities were down 0.9% in 1966.

COMPARISON OF URBAN AND RURAL
FATAL ACCIDENTS - ALL FATALITIES - PEDESTRIAN DEATHS
1965 - 1966

FATAL ACCIDENTS

	<u>Urban</u>		<u>Rural</u>		<u>Total</u>
1966	434	32.2%	913	67.8%	1,347
1965	408	31.0	910	69.0	1,318
Change in 1966	+ 26		+ 3		+ 29
	+ 6.4%		+ 0.3%		+ 2.2%

ALL FATALITIES

	<u>Urban</u>		<u>Rural</u>		<u>Total</u>
1966	483	30.3%	1,113	69.7%	1,596
1965	456	28.3	1,155	71.7	1,611
Change in 1966	+ 27		- 42		- 15
	+ 5.9%		- 3.6%		- 0.9%

PEDESTRIAN DEATHS

	<u>Urban</u>		<u>Rural</u>		<u>Total</u>
1966	209	55.0%	171	45.0%	380
1965	206	53.2	181	46.8	387

An increase of 6.4% was noted in the number of Fatal Accidents occurring in urban areas in 1966. This is reflected in the increased number of All Fatalities and Pedestrian Deaths in the same areas. However, 67.8% of the Fatal Accidents and 69.7% of All Fatalities recorded in 1966 occurred in rural areas. 55% of the Pedestrian Deaths in the same period were recorded in urban areas.

MONTHLY COMPARISON OF DEATH RATE PER 100 MILLION MILES OF TRAVEL
1965 - 1966

	<u>1965</u>	<u>1966</u>		<u>1965</u>	<u>1966</u>
January	6.4	6.9	July	6.1	6.4
February	6.1	6.7	August	8.4	6.3
March	6.3	4.4	September	6.4	6.9
April	6.0	6.0	October	9.1	8.1
May	6.6	6.0	November	7.8	8.3
June	6.9	6.1	December	9.8	8.6

Vehicle Miles Travelled in 1966 increased by 6.2% over the year 1965.

ACTIONS OF DRIVERS

IN ALL ACCIDENTS

- (1) Inattentive driving
- (2) Did not have right of way
- (3) Driver lost control
- (4) Speed too fast for road or traffic conditions
- (5) Other actions

IN FATAL ACCIDENTS

- (1) Speed too fast for road or traffic conditions
- (2) Inattentive driving
- (3) On wrong side of road
- (4) Driver lost control
- (5) Did not have right of way

The above table shows the actions of drivers in all accidents and in fatal accidents, which were most frequently reported by the police in 1966.

DRIVER ACTIONS DETAILED BY AGE GROUPS

	16-19 Years	20-24 Years	25-34 Years	35-44 Years	45-54 Years	55-64 Years	65 & Over
Inattentive driving	16.5%	16.4%	15.3%	14.2%	14.1%	14.5%	15.2%
Did not have right of way	9.2	7.6	8.0	9.1	10.5	14.3	21.2
Driver lost control	14.6	11.1	9.5	6.0	8.3	7.7	6.7
Speed too fast for road or traffic conditions	12.3	10.2	7.9	6.4	5.7	4.7	3.0
Other actions	5.5	4.7	4.6	4.8	4.2	4.3	4.8

The driver actions reported by the police, in the various age groups, and the extent to which they were factors, is indicated in the table shown above.

Drivers followed the same pattern as in previous years with 'Inattentive driving', 'Did not have right of way', 'Driver lost control', 'Speed too fast for road or traffic conditions' being the most frequently reported actions of the drivers involved.

As in previous years, 'Failure to yield right of way' represented the improper driver action most commonly reported for drivers 65 years of age and over.

LIGHT CONDITIONS PREVAILING

<u>LIGHT CONDITIONS</u>	<u>ALL ACCIDENTS</u>		<u>FATAL ACCIDENTS</u>	
Daylight	83,978	60.1%	617	45.8%
Dawn	1,312	0.9	18	1.4
Dusk	4,906	3.5	50	3.7
Darkness	49,451	35.4	662	49.1
Not stated	134	0.1	-	-
Total	139,781	100.0	1,347	100.0

The percentage distribution of accidents by light conditions prevailing remains consistent with previous years.

CONDITION OF DRIVERS

<u>CONDITION</u>	<u>ALL ACCIDENTS</u>		<u>FATAL ACCIDENTS</u>	
Apparently normal	208,070	88.1%	1,360	69.8%
Ability impaired	4,093	1.7	76	3.9
Had been drinking	14,308	6.1	283	14.5
Extreme fatigue	869	0.4	7	0.4
Physical defect	674	0.3	27	1.4
Not known	8,141	3.4	194	10.0
Total	236,155	100.0	1,947	100.0

Of the 236,155 drivers, whose condition was classified by the police, 91.5% were 'Apparently normal' (this includes those whose condition was 'Not known'). This percentage has remained constant for the past three years. For those involved in fatal accidents the corresponding figure was 79.8%, as against 82.5% in 1965.

There were 261 more drivers classed as 'Ability impaired', and 974 more who 'Had been drinking', as compared with the corresponding totals for the previous year.

CONDITION OF DRIVERS IN ALL ACCIDENTS
BY AGE GROUPS

	Apparently Normal	Ability Impaired	Had Been Drinking	
Under 16 (Illegal)	249	0.1%	—	—
16-19 years	28,093	13.5	188	4.6
20-24 "	38,209	18.4	581	14.2
25-34 "	48,324	23.2	1,081	26.4
35-44 "	40,881	19.6	1,040	25.4
45-54 "	28,329	13.6	745	18.2
55-64 "	16,080	7.7	340	8.3
65 and over	7,473	3.6	86	2.1
Age not stated	432	0.2	32	0.8
Total	208,070	100.0	4,093	100.0
			14,308	100.0
	Extreme Fatigue	Physical Defect	Condition Not Stated	Total Drivers In Accidents
Under 16 (Illegal)	—	—	16	0.2%
16-19 years	167	19.2	1,148	14.1
20-24 "	277	31.9	1,547	19.0
25-34 "	188	21.6	1,799	22.1
35-44 "	109	12.5	1,408	17.3
45-54 "	67	7.7	896	11.0
55-64 "	40	4.6	529	6.5
65 and over	12	1.4	195	2.4
Age not stated	9	1.0	603	7.2
Total	869	100.0	674	100.0
			8,141	100.0
			236,155	100.0

Of the total drivers involved in all accidents, those whose condition was classified as 'Impaired' were made up mainly of the age groups 25 to 44 years, these groups accounting for 51.8% of this classification. In the case of those classified as 'Had been drinking' it was the age groups 20 to 44 which had the largest share, 73.9%. Physical defects, as in the past, were found to be a more frequent factor in accidents involving those drivers 45 years and older.

DRIVERS BY AGE GROUPS

	<u>ALL ACCIDENTS</u>			<u>FATAL ACCIDENTS</u>			<u>Change</u>
	<u>1965</u>	<u>1966</u>	<u>Change</u>	<u>1965</u>	<u>1966</u>	<u>Change</u>	
Under 16 years	255	0.1%	265	0.1%	+ 3.9%	6	0.4%
16 - 19 "	26,616	12.2	30,603	13.0	+ 15.0	209	10.8
20 - 24 "	39,720	18.2	43,948	18.6	+ 10.6	393	20.4
25 - 34 "	53,156	24.3	55,713	23.6	+ 4.8	451	23.4
35 - 44 "	44,665	20.5	46,633	19.7	+ 4.4	350	18.1
45 - 54 "	29,630	13.6	31,936	13.5	+ 7.8	269	13.9
55 - 64 "	16,039	7.3	17,815	7.6	+ 11.1	155	8.0
65 and over	7,297	3.3	8,106	3.4	+ 11.1	98	5.1
Not stated	1,013	0.5	1,136	0.5	+ 12.1	-	-
Total	218,391	100.0	236,155	100.0	+ 8.1	1,931	100.0
						2	0.1
						-	-
						2	0.5

The percentage distribution of drivers by various age groups in all accidents remains consistent with previous years. The number of drivers involved in accidents in 1966 showed an increase of 17,764 over the 1965 total.

The number of drivers involved in fatal accidents (1,940) was an increase of 0.5% over the corresponding figure in 1965. The two youngest classes of licence age drivers made up 34.0% of the total drivers involved in fatal accidents, an increase of 2.8% over last year.

DRIVER RESPONSIBILITY IN ACCIDENTS

<u>AGE GROUPS</u>	<u>DRIVERS</u>	<u>AT FAULT</u>
Under 16 (Illegal)	265	97.9%
16-19 years	30,603	70.5
20-24 "	43,948	64.1
25-34 "	55,713	56.4
35-44 "	46,633	53.5
45-54 "	31,936	52.9
55-64 "	17,815	54.9
65 and over	8,106	68.7
Not stated	1,136	-
Total	236,155	61.1

The above table shows the extent to which drivers in the various age groups were mainly at fault in the accidents in which they were involved, as indicated by the reports submitted by the police.

It will be noted that the younger and older age groups were more frequently 'at fault' than those in the intermediate groups. Drivers in the age group '45-54 years' again showed the lowest 'at fault' rate in 1966.

The number of drivers in every age group showed an increase in accident involvement in 1966 as compared with 1965, the total number involved being the highest ever recorded.

CONDITION OF VEHICLESALL ACCIDENTSCONDITIONTYPEALL ACCIDENTSTYPE% OF TOTAL
REGISTERED
VEHICLES

	<u>PASSENGER</u>	<u>TRUCK</u>	<u>BUS</u>	<u>MOTORCYCLE</u>	<u>NOT STATED</u>	<u>TOTAL</u>	<u>% OF TOTAL REGISTERED VEHICLES</u>
Apparently good	207,150	24,945	1,570	3,629	73	237,367	9.0
Brakes defective	2,068	585	14	24	-	2,691	.102
Steering mechanism defective	425	124	4	10	-	563	.021
Puncture or blowout	1,201	171	3	14	-	1,389	.053
Headlights glaring	9	2	-	-	1	12	.0005
Headlight dim	22	4	-	2	-	28	.0009
Headlights out (both lights)	96	11	2	3	-	112	.004
Headlights out (one light)	97	12	-	10	1	120	.005
Tail light out or obscured	144	76	7	2	-	229	.009
Other defects	1,674	648	1	44	-	2,367	.090
Not stated	4,366	475	40	57	1,665	6,603	.250
Total	217,252	27,053	1,641	3,795	1,740	251,481	9.54

Of the 251,481 motor vehicles involved in accidents in 1966 -- 217,252 were passenger vehicles, of which 97.4% were reported to be in apparently good condition. Of those found to have some defect, 36.0% were related to brakes, 7.4% to steering and 53.2% to lights, punctures, etc. The percentage distribution of defects on trucks was consistent with that of passenger vehicles. As in 1965, buses and motorcycles had relatively few defects reported.

PLACE OF OCCURRENCE

	<u>ALL ACCIDENTS</u>			<u>FATAL ACCIDENTS</u>			<u>Change</u>
	<u>1965</u>	<u>1966</u>	<u>Change</u>	<u>1965</u>	<u>1966</u>	<u>Change</u>	
<u>URBAN</u>							
(1) Metropolitan Toronto Roads and Streets	28,290	22.0%	30,993	22.2%	+ 9.5%	115	8.7% + 7.8%
(2) Urban Areas (10,000 Population & over	47,254	36.8	52,941	37.9	+ 12.0	247	18.7 249 18.5 + 0.8
(3) Other Urban (1,000 to 9,999 population)	7,121	5.5	7,789	5.6	+ 9.4	46	3.5 61 4.5 + 32.6
Urban Total	82,665	64.3	91,723	65.7	+ 11.0	408	30.9 434 32.2 + 6.4
<u>RURAL</u>							
(1) King's Highways	27,062	21.1	27,698	19.8	+ 2.3	596	45.2 604 44.8 + 1.3
(2) Secondary Roads	1,198	0.9	1,177	0.8	- 1.7	29	2.2 15 1.1 - 48.3
(3) County Roads	8,258	6.4	8,595	6.1	+ 4.1	157	11.9 159 11.8 + 1.3
(4) Organized Township Roads	7,732	6.0	8,414	6.0	+ 8.8	111	8.4 113 8.4 + 1.8
(5) Unorganized Township Roads	304	0.2	278	0.2	- 8.6	12	0.9 9 0.7 - 25.0
(6) Local and Other Roads	1,243	1.0	1,896	1.4	+ 52.5	5	0.4 13 1.0 +160.0
Rural Total	45,797	35.7	48,058	34.3	+ 4.9	910	69.1 913 67.8 + 0.3
Total: (Urban & Rural)	128,462	100.0	139,781	100.0	+ 8.8	1,318	100.0 1,347 100.00 + 2.2

The increase of 11,319 accidents in 1966 was made up of 9,058 or 80.0% in urban areas and 2,261 or 20.0% in rural areas.

Two road classifications, secondary and unorganized township roads, showed decreases in accidents.

Fatal accidents increased over all by 2.2% from the 1965 total. All the road classifications with exception of secondary and unorganized township roads showed increases.

CLASS OF VICTIMS BY AGE GROUPS
FATALLY INJURED

	Total	Drivers	Passengers	Pedestrians	Bicyclists	Motorcycle Drivers	Other	%	
								Motorcycle Drivers	Other
0-4 years	68	4.3%	—	26	5.1%	42	11.0%	—	—
5-14 "	159	10.0	—	48	9.5	82	21.6	28	—
15-19 "	240	15.0	75	12.2	100	19.8	31	8.2	59.6
20-24 "	197	12.3	107	17.4	69	13.7	9	2.4	25.6
25-34 "	195	12.2	118	19.2	52	10.3	20	—	10.6
35-44 "	183	11.5	104	16.9	56	11.1	21	5.3	2.1
45-54 "	177	11.1	81	13.2	55	10.9	35	9.2	—
55-64 "	159	10.0	77	12.5	40	7.9	39	10.3	3
65 and over	216	13.5	52	8.5	59	11.7	100	26.3	30.0
Not stated	2	0.1	1	0.1	—	—	1	0.2	—
Total	1966	1,596	100.0	615	100.0	505	100.0	380	100.0
"	1965	1,611		598		564		387	
								39	100.0
								47	100.0
								21	2
<u>NON-FATALLY INJURED</u>									
	Total	Drivers	Passengers	Pedestrians	Bicyclists	Motorcycle Drivers	Other	%	
								Motorcycle Drivers	Other
0-4 years	2,522	3.9%	—	1,142	16.1%	10	0.6%	—	—
5-14 "	7,083	10.9	28	0.1	2,841	10.9	41.2	82.8	0.3
15-19 "	12,094	18.5	3,574	13.0	5,825	22.3	568	8.0	66.5
20-24 "	10,448	16.0	5,495	20.0	3,937	15.1	293	4.1	23.7
25-34 "	10,399	15.9	6,396	23.3	3,428	13.1	375	5.3	10.0
35-44 "	8,643	13.2	5,302	19.3	2,847	10.9	421	5.9	18.2
45-54 "	6,433	9.9	3,648	13.3	2,377	9.1	363	5.1	8.0
55-64 "	4,040	6.2	2,080	7.6	1,520	5.8	402	5.7	16
65 and over	2,724	4.2	904	3.3	1,255	4.8	533	7.5	—
Not stated	824	1.3	19	0.1	710	2.7	76	1.1	0.7
Total	1966	65,210	100.0	26,110	100.0	7,092	100.0	1,539	100.0
"	1965	60,917		25,603		6,740		1,595	
								2,923	100.0
								1,889	77

FATALLY INJURED

Of the 1,596 persons fatally injured in motor vehicles, 662 (41.5%) were motor vehicles drivers; 505 (31.6%) were passengers and 380 (23.8%) were pedestrians. These three classifications accounted for 96.9% of all deaths reported in 1966.

Passenger deaths decreased by 10.5% in 1966 from the 1965 figure. Motor vehicle and motorcycle driver death increased 6.9%. Pedestrian deaths were down 1.8% from last year. Pedestrian fatalities continue to be most frequent among children and the older pedestrians. In 1966, 32.6% of pedestrians killed were under 15 years of age, and 26.3% were 65 years of age and over.

NON-FATALLY INJURED

The number of persons non-fatally injured in 1966 was 65,210. This represents an increase of 4,293 or 7.0% from the 1965 figure. Of this number 30,369 (46.6%) were drivers, 26,110 (40.0%) were passengers (including 666 motorcycle passengers) and 7,092 (10.9%) were pedestrians.

The bicyclist classification was the only one to show a decrease in 1966 over 1965. Motorcycle drivers non-fatally injured in 1966 increased by 15.5% over 1965, which reflects the heavy increase in the number of motorcycles registered.

STATISTICS RELATING TO MOTOR VEHICLE TRAFFIC ACCIDENTS IN
URBAN (10,000 POPULATION AND OVER) AREAS
1966

<u>Place</u>	<u>Total Accidents</u>	<u>Fatal</u>	<u>Personal Injury</u>	<u>Property Damage</u>	<u>Killed</u>	<u>Injured</u>
Aurora	114	1	34	79	1	43
Barrie	576	1	153	422	1	211
Belleville	482	2	162	318	2	216
Brampton	487	2	131	354	5	193
Brantford	991	4	201	786	4	281
Brockville	383	-	100	283	-	134
Burlington	1,026	6	358	662	8	514
Chatham	695	3	217	475	3	265
Cornwall	736	7	161	568	7	223
Cobourg	143	3	52	88	3	64
Dundas	258	4	91	163	6	133
Eastview	309	-	66	243	-	84
Fort William	908	3	253	652	3	358
Galt	617	4	211	402	5	306
Guelph	674	4	143	527	5	191
Georgetown	140	1	63	76	1	78
Hamilton	8,092	27	2,805	5,260	28	3,793
Kapuskasing	151	-	36	115	-	43
Kenora	133	1	22	110	1	35
Kingston	1,072	-	350	722	-	476
Kitchener	2,640	2	722	1,916	3	1,015
Lindsay	225	1	48	176	1	63
London	4,190	20	1,485	2,685	20	2,006
Midland	178	-	49	129	-	75
Niagara Falls	1,402	10	395	997	10	576
North Bay	518	3	182	333	3	243
Oakville	827	2	293	532	4	433
Orillia	276	1	85	190	1	109
Oshawa	1,191	8	350	833	10	508
Ottawa	6,962	31	1,492	5,439	34	2,063
Owen Sound	302	-	85	217	-	128
Pembroke	244	2	86	156	2	126
Peterborough	1,053	5	382	666	5	580
Preston	262	-	71	191	-	104
Port Arthur	799	4	234	561	4	337
Port Colborne	223	5	69	149	5	92
Richmond Hill	170	1	68	101	1	83
Riverside						
St. Catharines	1,912	8	508	1,396	9	708
St. Thomas	342	2	118	222	2	154
Sarnia	1,026	6	208	812	9	272
Sault Ste. Marie	1,374	11	316	1,047	11	464
Stratford	466	3	144	319	3	214
Sudbury	1,588	9	446	1,133	13	625
Timmins	442	-	66	376	-	84

Cont'd.....

<u>Place</u>	<u>Total Accidents</u>	<u>Fatal</u>	<u>Personal Injury</u>	<u>Property Damage</u>	<u>Killed</u>	<u>Injured</u>
Toronto (Metro)	30,993	124	12,487	18,382	129	16,874
Trenton	160	—	67	93	—	103
Wallaceburg	185	—	46	139	—	60
Waterloo	517	5	165	347	5	243
Welland	549	3	207	339	4	302
Whitby	212	2	65	145	2	102
Windsor	4,279	31	1,238	3,010	33	1,881
Woodstock	440	1	141	298	1	194
 Total	 83,934	 373	 27,927	 55,634	 407	 38,462

STATISTICS RELATING TO MOTOR VEHICLE TRAFFIC ACCIDENTS IN
URBAN (1,000 to 9,999 POPULATION) AREAS
1966

<u>Place</u>	<u>Total Accidents</u>	<u>Fatal</u>	<u>Personal Injury</u>	<u>Property Damage</u>	<u>Killed</u>	<u>Injured</u>
Acton	49	-	10	39	-	11
Ajax	115	1	35	79	1	47
Alexandria	66	-	22	44	-	25
Alliston	52	1	17	34	1	19
Almonte	29	-	4	25	-	7
Amherstburg	46	-	14	32	-	18
Arnprior	55	-	15	40	-	19
Arthur	19	-	5	14	-	9
Aylmer	60	1	9	50	1	12
Ayr	15	1	3	11	1	2
Bancroft	24	-	4	20	-	4
Barry's Bay	14	-	1	13	-	1
Beamsville	46	-	15	31	-	17
Beaverton	17	-	5	12	-	6
Belle River	31	1	11	19	1	11
Blenheim	29	-	6	23	-	7
Blind River	42	-	15	27	-	17
Bobcaygeon	5	-	1	4	-	2
Bolton	29	-	9	20	-	13
Bowmanville	106	1	35	70	2	50
Bracebridge	31	-	9	22	-	15
Bradford	51	-	9	42	-	10
Bridgeport	26	-	4	22	-	4
Brighton	25	1	10	14	4	19
Caledonia	20	1	6	13	1	12
Campbellford	42	2	12	28	2	16
Cannington	5	-	-	5	-	-
Capreol	4	-	2	2	-	4
Cardinal	14	-	2	12	-	1
Carleton Place	40	-	11	29	-	15
Casselman	14	-	2	12	-	2
Chelmsford	29	-	8	21	-	9
Chesley	14	-	4	10	-	7
Chesterville	1	-	-	1	-	-
Chippawa	40	-	12	28	-	15
Clinton	31	1	7	23	1	9
Cobalt	18	-	3	15	-	3
Cochrane	51	1	6	44	1	7
Colborne	7	1	1	5	1	2
Collingwood	93	1	31	61	2	48
Coniston	17	-	7	10	-	7
Copper Cliff	42	1	7	34	1	10
Crystal Beach	52	-	13	39	-	16
Chalk River	1	-	1	-	-	2
Deep River	26	2	9	15	2	19

Cont'd.....

<u>Place</u>	<u>Total Accidents</u>	<u>Fatal</u>	<u>Personal Injury</u>	<u>Property Damage</u>	<u>Killed</u>	<u>Injured</u>
Delhi	88	1	24	63	1	36
Deseronto	12	-	4	8	-	5
Dresden	32	-	6	26	-	7
Dryden	87	1	19	67	1	34
Dunnville	86	1	22	63	1	29
Durham	33	2	9	22	2	11
Eganville	15	-	4	11	-	8
Elmira	40	-	10	30	-	10
Elora	20	-	5	15	-	13
Englehart	6	-	3	3	-	6
Espanola	55	-	19	36	-	40
Essex	49	-	22	27	-	23
Exeter	39	-	8	31	-	14
Erin	-	-	-	-	-	-
Fenelon Falls	-	-	-	-	-	-
Fergus	66	-	18	48	-	22
Fonthill	38	-	11	27	-	12
Forest	20	-	5	15	-	5
Fort Erie	157	1	48	108	1	67
Fort Frances	126	-	38	88	-	59
Frankford	5	-	2	3	-	3
Gananoque	56	-	17	39	-	23
Geraldton	46	-	10	36	-	11
Glencoe	1	-	-	1	-	-
Goderich	102	-	32	70	-	42
Gravenhurst	32	-	11	21	-	17
Grimsby	67	-	26	41	-	32
Hagersville	31	-	6	25	-	8
Haileybury	14	-	4	10	-	5
Hanover	51	-	9	42	-	13
Harriston	12	-	1	11	-	1
Harrow	33	-	3	30	-	6
Havelock	-	-	-	-	-	-
Hawkesbury	150	1	34	115	1	42
Hearst	32	-	4	28	-	5
Hespeler	90	-	22	68	-	29
Huntsville	34	-	7	27	-	9
Ingersoll	115	1	36	78	2	44
Iroquois Falls	25	-	8	17	-	10
Iroquois	9	-	-	9	-	3
Keewatin	17	1	2	14	1	6
Kemptville	23	-	5	18	-	10
Kincardine	12	1	5	6	1	10
Kingsville	40	1	13	26	1	21
Lakefield	18	-	5	13	-	6
Leamington	158	2	35	121	2	49
Levack	24	-	7	17	-	7
Listowel	89	-	9	80	-	16
Little Current	18	1	1	16	1	2

Cont'd

<u>Place</u>	<u>Total Accidents</u>	<u>Fatal</u>	<u>Personal Injury</u>	<u>Property Damage</u>	<u>Killed</u>	<u>Injured</u>
Lively	15	-	6	9	-	7
L'Orignal	3	-	2	1	-	2
Lucknow	9	-	2	7	-	2
Madoc	2	1	1	-	1	1
Markham	46	-	16	30	-	21
Marmora	18	-	10	8	-	12
Massey	8	--	1	7	-	2
Mattawa	23	-	4	19	-	5
Meaford	59	1	13	45	1	18
Midland	22	-	3	19	-	7
Milton	58	-	3	55	-	3
Milverton	4	-	-	4	-	-
Mitchell	27	-	7	20	-	7
Morrisburg	19	-	7	12	-	10
Mount Forest	39	-	9	30	-	24
Markdale	7	-	1	6	-	2
Napanee	37	-	5	32	-	6
Newcastle	20	-	4	16	-	5
New Hamburg	28	1	3	24	1	4
New Liskeard	84	-	19	65	-	23
New Market	160	2	43	115	4	55
Niagara	53	-	18	35	-	29
Norwich	9	1	-	8	1	-
Norwood	-	-	-	-	-	-
Orangeville	87	-	18	69	-	22
Palmerston	17	-	6	11	-	11
Parris	106	-	18	88	-	25
Parkhill	7	-	2	5	-	2
Parry Sound	66	-	22	44	-	28
Penetanguishene	65	-	12	53	-	17
Perth	74	3	14	57	4	17
Petrolia	38	-	4	34	-	4
Peckering	4	-	-	4	-	-
Picton	66	-	20	46	-	28
Point Edward	52	-	13	39	-	15
Port Credit	86	-	30	56	-	41
Port Dover	40	1	6	33	1	7
Port Elgin	30	-	12	18	-	14
Port Hope	115	3	30	82	8	36
Port McNicoll	11	-	7	4	-	9
Port Perry	28	-	8	20	-	10
Port Stanley	18	-	8	10	-	10
Prescott	71	1	21	49	1	30
Powassan	1	-	-	1	-	-
Rainy River	2	-	1	1	-	1
Renfrew	127	1	26	100	1	31
Ridgetown	24	-	5	19	-	5
Rockcliffe Park	32	-	8	24	-	8
Rockland	8	-	-	8	-	-
Rodney	10	-	1	9	-	2

<u>Place</u>	<u>Total Accidents</u>	<u>Fatal</u>	<u>Personal Injury</u>	<u>Property Damage</u>	<u>Killed</u>	<u>Injured</u>
Richmond	12	1	4	7	1	8
St. Clair Beach	17	-	5	12	-	11
St. Mary's	78	-	20	58	-	28
Seaforth	29	-	11	18	-	14
Shelburne	18	-	1	17	-	1
Simcoe	184	1	56	127	1	67
Sioux Lookout	32	-	2	30	-	2
Smith's Falls	285	-	57	228	-	73
Smooth Rock Falls	11	-	1	10	-	1
Southampton	15	-	3	12	-	3
South River	-	-	-	-	-	-
Stayner	8	1	1	6	1	1
Stirling	6	-	2	4	-	2
Stoney Creek	156	-	50	106	-	63
Stouffville	67	-	18	49	-	27
Strathroy	85	-	36	49	-	47
Streetsville	68	-	17	51	-	22
Sturgeon Falls	56	1	16	39	1	23
Sutton	29	-	11	18	-	13
Tavistock	12	-	3	9	-	4
Tecumseh	63	3	12	48	3	23
Thamesville	15	-	2	13	-	2
Thessalon	17	-	4	13	-	7
Thornbury	10	1	2	7	1	6
Thorold	129	2	38	89	2	44
Tilbury	27	1	9	17	1	10
Tillsonburg	150	1	30	119	2	42
Tweed	27	-	12	15	-	16
Uxbridge	32	1	7	24	1	11
Vankleek Hill	9	-	1	8	-	1
Victoria Harbour	14	-	4	10	-	5
Walkerton	38	-	7	31	-	9
Waterdown	19	-	5	14	-	7
Waterford	19	-	5	14	-	7
Watford	18	-	3	15	-	4
Wellington	-	-	-	-	-	-
West Lorne	2	-	1	1	-	1
Wheatley	13	-	4	9	-	7
Wiarton	17	-	1	16	-	1
Winchester	23	-	5	18	-	5
Wingham	27	-	6	21	-	6
Woodbridge	-	-	-	-	-	-

IMPROVEMENT DISTRICTS (1,000 & OVER POPULATION)

Elliot Lake	43	1	21	21	1	27
Marathon	29	1	6	22	1	10
Red Rock	8	-	2	6	-	2
Total						
	7,668	61	1,971	5,636	76	2,651

STATISTICS RELATING TO MOTOR VEHICLE TRAFFIC ACCIDENTS BY
COUNTIES AND DISTRICTS
Ontario, 1966

<u>County or District</u>	<u>All Accidents</u>	<u>Fatal</u>	<u>Personal Injury</u>	<u>Property Damage</u>	<u>Killed</u>	<u>Injured</u>
Algoma	2,345	29	584	1,732	35	918
Brant	1,708	16	420	1,272	17	660
Bruce	747	14	183	550	17	303
Carleton	8,756	52	2,033	6,671	62	2,909
Cochrane	1,467	19	348	1,100	23	516
Dundas	341	5	73	263	6	125
Dufferin	370	4	71	295	4	114
Durham	912	18	229	665	30	376
Elgin	1,048	13	339	696	13	505
Essex	6,042	68	1,815	4,159	89	2,775
Frontenac	1,807	14	549	1,244	18	800
Glengarry	368	10	127	231	10	201
Grenville	462	7	126	329	7	198
Grey	1,208	22	313	873	27	513
Haldimand	585	11	168	406	14	266
Haliburton	265	4	85	176	5	141
Halton	3,053	23	1,012	2,018	28	1,537
Hastings	1,565	25	504	1,036	28	760
Huron	918	22	261	635	27	432
Kenora	873	12	169	692	13	267
Kent	1,927	27	612	1,288	33	887
Lambton	2,127	33	527	1,567	47	765
Lanark	854	8	189	657	9	291
Leeds	1,128	17	318	793	18	499
Lennox & Addington	490	12	166	312	12	255
Lincoln	3,348	33	977	2,338	38	1,541
Manitoulin	182	6	35	141	7	62
Middlesex	5,538	42	1,921	3,575	44	2,747
Muskoka	903	21	278	604	29	464
Nipissing	1,558	28	466	1,064	30	707
Norfolk	1,168	26	355	787	35	584
Northumberland	861	18	263	580	23	378
Ontario	3,217	37	1,083	2,097	42	1,748
Oxford	1,463	24	424	1,015	29	622
Parry Sound	723	14	182	527	17	310
Peel	3,670	42	984	2,644	54	1,546
Perth	1,167	21	308	838	23	471
Peterborough	1,823	15	600	1,208	18	972
Prescott	543	6	132	405	7	212
Prince Edward	287	5	91	191	5	138
Rainy River	455	1	122	332	1	187
Renfrew	1,532	22	379	1,131	29	614
Russell	336	11	95	230	14	191
Simcoe	3,403	48	972	2,383	60	1,570
Stormont	1,059	14	262	783	15	378

Cont'd.....

<u>County or District</u>	<u>All Accidents</u>	<u>Fatal</u>	<u>Personal Injury</u>	<u>Property Damage</u>	<u>Killed</u>	<u>Injured</u>
Sudbury	3,023	31	851	2,141	41	1,321
Thunder Bay	2,901	27	772	2,102	34	1,147
Temiskaming	773	10	196	567	11	298
Victoria	752	14	207	531	17	379
Waterloo	5,279	30	1,539	3,710	34	2,257
Welland	3,997	45	1,241	2,711	49	1,864
Wellington	1,699	26	444	1,229	28	688
Wentworth	10,188	63	3,527	6,598	71	4,982
York	36,567	182	14,319	22,066	199	19,810
Total	139,781	1,347	44,246	94,188	1,596	65,210

